

MOBILITY

GOALS:

** Improve the availability of transportation options*

** Support travel efficiency measures and improvements targeted at congestion management*

** Assure all communities access to transportation system and planning process*

WHAT WE HEARD

What works

What could be improved

Regional needs

North-south travel (3)

Region is too automobile dependent, lack of alternative options (3)

Regional need for more infrastructure funding/sustainable funding sources (2)

Public transit in City of Nashua (3)

Limited east-west travel options/Route 101A congestion(3)

Make transportation alternatives more convenient, available and culturally acceptable

Sidewalk accommodations in high density areas (2)

No passenger and limited freight rail (3)

East-West Connectivity (101A)

Good snow removal (2)

Too few bridge crossings (2)

Expand demand transit areas

Souhegan Valley Transportation Collaborative (2)

Too few park and ride facilities and ride share options (2)

Need to connect/fund sidewalks

Relatively low overall congestion, limited to peak times (2)

Need for more sidewalks that are safe and inter-connected (2)

Better connections between commercial lots

Relatively inexpensive to travel toll roads -lower than New England

Lack of pavement maintenance/red-listed bridges (2)

More roads equates to more maintenance

Route 13

Incorporate bike/ped into new construction

Rails to trails

Winter pedestrian maintenance-plowing sidewalks

Great access to Manchester Airport

Need for alternatives in low-density areas

Travel time is good

Lack of connections between transit systems (NTS/MHT)

Good parking availability

More intercity bus options needed

Access management

Concentration of vehicles

Rural character threatened

Lack of alternative routes near congested routes

Need funding financing for mobility improvements

Housing locations complicate transportation options

Closed bridges affect travel time

More individualized demand-response options

Non-medical transportation

QUALITY of LIFE

GOALS:

* *Preserve the natural environment and promote active transport*

* *Encourage livable communities supportive of sustainability and economic vitality*

WHAT WE HEARD

What works	What could be improved	Regional needs
Access to broad range of job opportunities/Boston (2)	Lack of alternative options/poor access without automobile (3)	Need for more trail/sidewalk connections between towns (2)
Good rural/urban balance/strong rural character (2)	Lack of pedestrian access, too few walkable areas (3)	Allow for mixed-use/traditional town centers/PUDs/Master planned areas (2)
Good recreational opportunities, access to trails/open space (2)	Need for improved bicycle facilities/strategically placed bike lanes (3)	Allow for more diverse housing options/smaller homes to attract young professionals
Generally, roads are in good condition	Need for safer intersections (2)	Connect neighborhoods safely
Short trip for shopping, restaurants, & other destinations	Need for improvements to passenger/freight rail system (2)	Allow pocket commercial uses in neighborhoods
Safe routes to school program	Concerns about aging population (2)	Gateways
Education	Land use needs to support transit/more mixed-use and traditional town center development (2)	Improve coordination between transportation and utility providers
Visually pleasing area	Snow maintenance/clearing sidewalks for pedestrians (2)	
Examples of good corridors	Need to finance rail improvements	
Good Air Quality	Access to rural western part of region hurts home sales and growth	
	Less frequent striping leads to safety concerns	
	Interconnect trails and natural areas	
	Control auto speeds to increase share the road mentality	
	Access to healthcare (geographic)	
	Rural road safety	

SYSTEM SUSTAINABILITY

GOALS:

- * *Ensure adequate long-term maintenance*
- * *Enhance the safety and reliability of the transportation system*
- * *Pursue sustainable revenue sources to support long-term transportation needs*

WHAT WE HEARD

What works	What could be improved	Regional needs
Accessible & responsive local maintenance/strong community responsibility (2)	Need for improved regional cooperation/communication and coordination (3)	More regional cooperation (2)
RPC functions well as regional project coordinator	Lack of necessary funding (3)	Keep issues related to system sustainability part of public debate (2)
Towns aware of needs	Need for value capture to get increase from higher property value	Roads built during development boom will deteriorate at the same time
	<p>Need for better coordination between communities on maintenance</p> <p>May be cheaper to go without federal dollars</p> <p>Fees - motor vehicle and impact</p> <p>Need to shift to freight rail to preserve road condition</p> <p>TIF TOD to support revenue stream</p> <p>Hire NRPC to complete RSMS</p> <p>Infrastructure prone to damage during extreme events</p> <p>Need to keep up with technology</p> <p>Pockets of limited congestion</p> <p>Can't keep up with bad pavement conditions</p> <p>Communication between local representatives and state officials</p> <p>More equitable funding</p> <p>Infrastructure prone to damage during extreme events</p> <p>Maintaining sidewalks</p> <p>Redundant \$ maintenance infrastructure; individual funding may not be most cost effective</p>	
	Towns compete with each other too much	
	Deliberative sessions have become unproductive	

MOBILITY	QUALITY OF LIFE	SYS. SUSTAINABILITY	Top needs in region
1 good sidewalks in high density areas	2- maintain quality of roads is a challenge	1 & 2 - keep it part of conversation	
1-turnpike s. of exit 8	Great recreation but poor access	1-accessible & responsive local maintenance	
2 - mobility is almost totally dependent on auto	2- less frequent striping leads to safety concerns	1-RPC functions well as regional project coordinator	
2 east west congestion try to avoid	2 - interconnect trails and natural areas	1-strong community responsibility	
2-limited east west options within region & outside of region	2-lack of transportation choices to get to jobs	1-towns aware of needs	
1-relatively inexpensive to travel toll roads - lower than New England	1-rural character, space, clean air	2 need for value capture to get increase from higher property value	
2-rural character = auto dependence	2-getting to conveniences without a car	2 - better coordination between communities on maintenance	
3-expand demand transit areas	1-close to Boston	2 - cheaper to go without federal dollars	
1-public trans. In nashua	2- need passenger and freight rail to improve economy	2 - fees motor vehicle and impact	
1-good pocket examples of sidewalks	2-several unsafe intersections	2 - need to foster cooperation and consensus on where to invest.	
3-need to connect sidewalks	1- examples of good corridors	2 - shift to freight rail to preserve road condition	
1. Good sidewalk in high density	2-aging population on the road	2 need for more block grant aid	
1-rte 13	Transportation improvements maintaining environment so far	2- TIF TOD to support revenue stream	
1-congestion limited to few peaks	1-broad range so jobs - retail, health care, high tech	2- hire NRPC to complete RSMS	
1-transit in Nashua	2- limited bicycle facilities on road	2- infrastructure prone to damage during extreme events	
2-concentration of vehicles -lack of options	2-new strategies for designing safer intersections	2- need to keep up with technology	
1-rails to trails	1-short trip for shopping, restaurants, & other destinations	2- pockets of limited congestion	
1-acces to mht	1-safe routes to school program	2-cant keep up with bad pavement conds.	East/west connectivity (101A)
2-acceptance of bicyclists in more urban areas	3-connect neighborhoods safely	2-communication btw local reps and state officials	
1-svtc	2 - develop a regional bike route	2-funding - revenue that is equitable	
1-Maintenance & plowing good	1-conveniences of urban living	2-infrastructure prone to damage during extreme events	
2-lack of alt. rtcs near congested rtcs	2- control auto speeds to increase share the road mentality	2-lack of money to meet needs	
2 - need funding financing for mobility improvements	1-proximity to different job opportunities	2-lack of regional cooperation and idea sharing	
1-NS travel	2-dealing with snow	2-maintaining sidewalks	Make alternative transportation
2- need more choices bus rail	1 - relatively good roads	2-redundant \$ maintenance infrastructure; individual funding may not be most cost	
1-relatively congestion free (depending on time)	2 - very auto dependent	3-rds built during dev boom will deteriorate at the same time	Sustainable funding source
2-housing locations	2-rural road safety	3-regional cooperation through RPC and others	
2-more park 'n rides that could connect to other modes	1-rec trails and open space opportunities		
2 park and ride and ride share	1-education		
2-better east/west options & bridge	1-urban and rural balance		
2-closed bridges affect travel time	1-visually pleasing area		
1- north south travel is fair to good	2 - do land use policy support transit oriented development		
2-east-west travel	2 - need to finance rail improvements		
2-more individualized demand-response options	2- access to rural western part of region hurts home sales and growth		
2- more bridge crossing needed	2- safe, convenient, rec access for pedestrians		
1-transit helps colleges and jobs	2-access to healthcare (geographic)		
2-more intercity bus options	2-lack of ability to walk to employment ctrs		
2-access management	2-lack of pedestrian opportunities - obesity prevention		
2 -lack of rail and freight rail	3-allow pocket commercial uses in neighborhoods		
1- svtc is good	3-expand rec trails and connect across borders		
2-incorporate bike/ped into new construction	3-gateways		
2-winter pedestrian maintenance-plowing sidewalks	3-improve coord btw trans and util		
2-offer alts in low-density areas	3-mixed use and traditional town ctrs		
2-connections between transit systems (NTS/MHT)	3-reuse of oversized housing for younger pop.		